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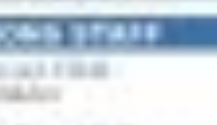

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The Honeymoon is over – The Members React

President's Car

NMRA President Charlie Getz

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Mail Car

Reader Feedback

Dear Mr. Lee

I read with interest Jack Hamilton's "Avoid Cats" article regarding parallel jaw pliers. Like Jack I've always set the headspace for our rubber-ruched wood wheels one wheel-end. I have found the parallel jaw pliers to be a big help.

One can even understand by Jack to be stopping by his desk at various work centers. In a video taken for the local telephone company I frequently use Scotchlok connectors from 561 to 1006 and find the parallel jaw pliers valuable in advancing wire crimp. Klein and other companies also make pliers for this specific purpose. Incidentally pliers with wider jaw offset jack orders on his scale would work great also.

As a model railroader I use the staircase connectors for wiring my bus and track feeders. The parallel jaw pliers were all gone was here. They allowed the spade-type crimp and reduced the amount of time spent on my hands and knees underneath the train table. So Jack, clipped on my list.

Jack Hamilton's article "Avoid Cats" in the March issue of *Model Railroader* magazine.

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[illegible] still [illegible] the future success of the NMRA. A [illegible] of MMRA can [illegible] by any President or a [illegible] because of the problems he has had) and [illegible] because of his/[illegible] being the editor] is a [illegible] idea!

John Brown, NMRA #[illegible]
Whitehorse, Ont., Canada

Thanks for the comments, John. I am a bit taken back myself. The President's Cup is for National service/organizational matters. MMRA has their own [illegible]. Perry didn't [illegible] this nor was he for what you wrote. Point is that NMRA personnel has known me was a Region President and still knows as MMR. Until what I wrote, you're a 12 year old. If [illegible] a member who became an MMR at age [illegible] I'd mention that. If Cynthia Price became [illegible] I'd mention that — my [illegible] of MMRs has married couples and partnership[illegible]. It takes my interest.

Please understand that I value the Achievement Program, and encouraging people like me to put more in it and receive a memento is. It is a great program. And no, I do not think you are paranoid! Thank you for your concern, John.

—Claude Cody, NMRA President

April Pennsylvania

Thanks for your editorial in April. It is about time we the rights to be a serious issue and the damage it does to the pastime has been ended. We have both been very lucky by such holidays, for absolutely no good reason. It once was, but currently has the membership. The Association is severely affected by the tremendous number of people turned off by the negative perceptions produced by such "publicity" Such groups have [illegible] a concern is given, upheld, and eliminated before they [illegible]. Transparency and credibility are the corridors and you have [illegible] heads. While I choose to ignore such "stuff," apparently the situation becomes so blatant it requires attention. Thus you have done us publicly a service for you and wanted to show who would employ such acts a that it will [illegible] elected. Thanks you!

It was my privilege to work with you from the day you [illegible] the NMRA Board. While my [illegible] always agreed, that's how we [illegible] a spectrum of [illegible] [illegible] a constructive. All the [illegible] [illegible] [illegible] [illegible] [illegible] hours, orderly decorum, and acknowledgment since the time you came to the Board. It is a disappointing that someone would use negative tactics [illegible] I can only hope this letter will put to rest such negativity. You've handled the MMRA many discussion members realize.

Bob Charles

Why join the NMRA?

I joined the NMRA about a year ago. I have been reading your columns in the *NMRA Magazine*. I find the discussion about how to get new members rather interesting. Sometimes in one of your columns, I think you were speaking to the people who, until recently, were not [illegible] membership.

I have enjoyed model railroading like many others since I was very little. I was had a Lionel set and then got a "Five Bob" set that "scaled the dark." I started collecting cars and engines, and over I got married, I could devote up and model railroading took [illegible] of my time. I have recognized over the years the value of [illegible] NMRA has played in making this hobby a more enjoyable one by encouraging [illegible] exciting Standards. I think it is absolutely of the suppliers to this hobby [illegible] those "Standards and recognition [illegible] to [illegible] as well as the model railroaders to have them.

The NMRA [illegible] [illegible] [illegible] similar to the way the federal Railroad Administration set [illegible] Commerce Commission, and so forth. [illegible] the railroads railroads. To me, it is a logical extension of what we are all trying to do in this hobby and that is to be as realistic as we can be. Having folks like you who take them the ordinary level is commendable.

I say all that to tell you that I joined NMRA because I thought it was important for us to support the organization that has contributed so much to making my hobby so much more enjoyable.

Thanks,
Glen Malone

[illegible]

In the March 1995 [illegible] [illegible] [illegible] [illegible] [illegible]

Layout Tour Teaser

Peachtree 2013 NMRA National Convention

Peter Riddell, MMR

For those of you coming to Atlanta for the 78th NMRA National Convention, there will be 69 layouts on the local tour schedule, five of which will be repeated on two different occasions, and three layouts on a special Sunday tour. Several self-guided tours are also scheduled. The tour layouts accompany FL (2) Oct3, Ops(8) Ops(3), HO(6), and N scales, some of which you'll recognize from layouts published in model railroading publications.

The next few pages are just a sample of some of the most layouts you can select to visit.

Harry Lundy's HO scale Utah, Colorado & Western Railroad (Fig. 1) — Harry's layout, which is a freelanced version of the Utah, Colorado & Western Railroad, was developed over the years in the Salem and Roanoke, Virginia areas and features a large operation that includes 12 scheduled trains, 8 switch engines and 4 helper districts. Operating sessions are run with a full crew of engineers, firemen, conductors and brakemen. Harry's layout has been featured in *Model Railroader* magazine.

Tom Banks' N scale North South Railroad (Fig. 2) — The North South Railroad runs from Detroit to Atlanta, spanning two decades from the 1970s to the 1980s. The railroad is constructed on interlocking tables. Featuring a circle-to-circle, a reel helper loop, interchanges to shelves, and an auto-switching yard. The scenic construction is a mix made of a dry-brush layer and powdered ballast. Tom's layout was featured in *Model Railroader* magazine.

Jim Hoffmann HO&T (M&StP) and M&A Railroad (Fig. 3) — Both layouts have backdrops and painted-to-scale scenery and were built as a joint effort of Jim Hoffmann, MMR, Dennis Anderson and Cliff Stoll. Jim's HO&T and M&A railroads equally model North Dakota, but don't be surprised if you spot several Jersey and Kentucky scenes.

Brian Broughton, HOSB photo

Chris White's (163 with British Railways Standard/Western (Big Fe

"Hotel car" layout represents the Waterloo to Wilson line of the Southern Region of British Railways. Colorful, sound-equipped English steam engines provide power for express, brilliant cars, slow commuter trains, and various "goods wagons" (freight cars) through gorgeous, highly detailed English countryside and charming villages as they make their way between Waterloo in London and the southwest coast of England. Scenery scenes include waterfalls, churches, gardens, glen allotments, farms, village streets, parks, and even canals.

Steve Arnold's Ma & Pa Elkhorn Iron & Timber Co. Railroad (Fig. 69 – Layout is a downscale, pre-steam, circa 1907 era backwoods railroad featuring logging, sawmilling, wood manufacturing, and mining, and many of the supporting ancillary industries necessary to bring it all together. The sawmill, positioned near a woodlands engine servicing facility, store, log dump, and a large sawmill also scratch-built to fit the location. The mill complex includes the power house, dry kiln, burner, conveyors, bandsaw tracks, water tanks, and a small oil lamp. A super-detailed waterfront village has been recently completed, and a coal mine and steel mill complex are currently under construction. All locomotives are highly detailed, either scratch-built or kitbashed.

Jim Dorsett's 3-rail O scale Cumberland & Appalachian Railroad (Fig. 71 – This layout depicts Norfolk & Western, Southern, and Louisville & Nashville railroads in the coal-mining-dominated area of southern West Virginia. The town of Beech, Tennessee, and the historic town of Mt. Clemens, Virginia, are featured. Motive power has added details, and all passenger cars have fully detailed interiors. Many structures are scratch-built, including the Bumpass Coal Co. tipple. Others are kit-bashed or kit-built from Jim's super-detailed, 4-century, 4-Deferred Iced shrill planes, complemented by handmade trees and a panoramic photo backdrop expertly applied around the full. Realism is the layout's primary goal, and everything is built, weathered, and placed to the most picture-perfect.

Charlie Miller, MMR's 1/8 scale Grand River Railway (Fig. 8) – Based on a Canadian Pacific division, this 17'x40' layout began as a modular layout built to NMRA standards; however, it has since been heavily modified to suit its present location. Additional scenery was added to expand operating potential, followed by a complete 2-year staging yard. Scenery includes beautifully-painted backdrops by Keith and Kit Rodnet, a custom-built industrial scale switchstand with 6 working cranes, and numerous animated

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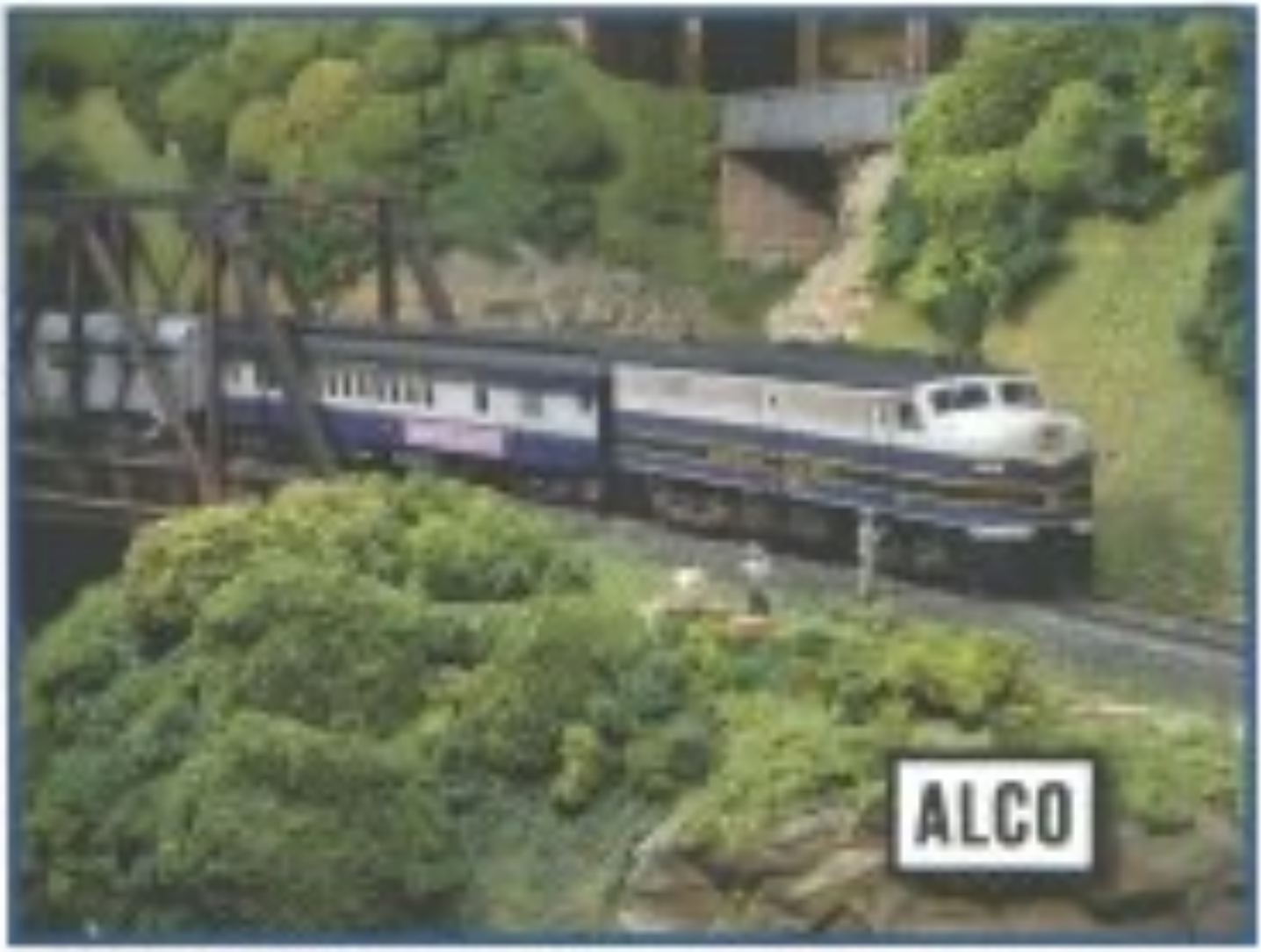

Modeling an Alco FA-2 Equipped for Passenger Service

Simple Changes Create a More Versatile Locomotive

text by Brook Storey; MMR photos by the author unless otherwise noted

My primary modeling interest is the all-steam Buffalo Creek & Gauley coal-hauling railroad that operated in West Virginia until 1965. My secondary interest is in a much larger railroad, Baltimore & Ohio. This interest is logical, I suppose, since B&O & Connected ends with BALT. While researching B&O & C controller cans I studied many B&O photos, and my interest in the fine and fashionable Mars Marks and gray telescope-vented steam has grown ever since.

As resources allowed, I have collected many B&O steam power over the years. I didn't have an immediate use for it in my operating scheme. Two DPs are all that are needed for service on B&O's secondary main line, but I knew that the B&O's passenger era layouts are still along. Your scenic completion's I have enjoyed adding details to some of my B&O steamers to convert my steam power more accurate representations of their prototypes. The first of these projects involved detailing an S scale American Models Pacific to represent a B&O P-7k class engine (see July 2001 NMRA Magazine). The subject of this article is a converted an S scale B&O Alco SA-2, also made by American Models, to represent an older, Deadly unconverted with a decoder-equipped with a sound system.

Because interested in distinguishing when I saw a photo of one, and thought the alternative will simply look cool, made the decision very much to me that the standard FA-2 with its smaller tank. While this is not a complete project, the result is an interesting variation of the ex-Electronic Alco FA-2.

Installation of the sound decoder and B&O modern Dan Vanderwater for sharing his knowledge of these engines and providing photos that enhanced my prototypical modeling. Dan also provided copies of two great articles on the subject that are listed in the bibliography. The one by H.L. Stouffer provided much valuable information included here. The article by Doug Collins is also where I found the prototype information on FA-2 tanks. Thanks also go out to Rich Hendricks for his help in

Leading engine, E8A #850 (Alco's last customer for the model), is followed by a sister unit and a pair of F3As. Both E8As have the original Alco-style pilots, while the F3As have the Nickel Plate Road–style pilots that were common on Alco cab units. Note the different paint schemes on the E8As. The Santa Fe E8A has the original Alco-style red and yellow scheme, while the Nickel Plate E8A has the Nickel Plate Road–style gray and black scheme. The Santa Fe F3As have the original Alco-style red and yellow scheme, while the Nickel Plate F3As have the Nickel Plate Road–style gray and black scheme. Note the different number styles used on the Santa Fe and Nickel Plate units. The Santa Fe units have the number on the cab sides, while the Nickel Plate units have the number on the nose. Also note the different placement of the number boards on the Santa Fe and Nickel Plate units. The Santa Fe units have the number boards on the roof, while the Nickel Plate units have the number boards on the nose. The Santa Fe units have the number boards on the roof, while the Nickel Plate units have the number boards on the nose.

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using the rail and power and then accompany their article.

The Prototype

Between 1939 and 1953, BALD produced a total of 98 Alco 6-cylinder 2 and 2,146-hp engines, each rated at 1,600 hp. Of these, a total of 111 A units and 66 B units were equipped with steam generators and could therefore perform double duty as passenger units. These locomotives were sometimes used as backup for dedicated passenger engines and could often be seen on the express and mail trains and the like. Also prominent was their dual service capability; all the engines in the sale. Sadly, none of the 98 locomotives built by ALCO, Industrial Designer Ray Patterson's prototype survived.

Unlike the EMD FP7, the Alco PA (or with steam generators) were the same length as the single-unit FA. The most notable operating feature — the fuel tank — was the first Alco to accommodate 1,000 gallons of water as well as the standard 1,200 gallons of fuel. The tank was divided so the upper compartment fed water to the lower compartment. On the road, the station stops kept the water and fuel levels even so that the weight distribution would not change.

Alco's PA-1 was followed by the PA-2, which had a steam generator and a 2,000-hp engine. The PA-2 was followed by the PA-3, which had a steam generator and a 2,000-hp engine. The PA-3 was followed by the PA-4, which had a steam generator and a 2,000-hp engine. The

Modeling the Fuel Tank

The fuel tank is the area requiring the most substantial modifications for the rest of the resin cast Models engine chassis and is a solid metal piece for adding weight to the engine but it certainly can't be easily removed. The approach I took for enlarging the tank was to build it up using 0.040 styrene. I then occupied the enlarged tank with a detailed 3d 10 inch cylinder to which the details were attached. I beginned the tank two scale feet on each end. The best approach for modifying the tank on other models is other scale will vary based on the unit's dimensions.

Photos suggest there were variances in the details on the enlarged fuel tanks over many EMD engines. Consequently my overall modeling philosophy is how to capture the general look of the prototype. Along the bottom edge I applied five 1/16 inch NPW castings with a larger 3/16 inch NPW casting on each the rear and I added eight plate from KTI.

Roof Details

The misc components required on the roof exhaust stack louvred vents) was over half. Photos of these components on AA-2s are scarce, and color is inconsistent, so one makes the proper parts is. While I was unable to find appropriate photos, I did acquire drawings of some generator installations for both EA-2 and FP-2 from the Alco-Historic Photos Committee of the NRM (www.alcohistoric.photos.com). I would like to say a quick thanks and hearty cheers to Jeff Smith and Allison Hall for their help. The generator housing on the FP-2 is a bit taller than the EA-2 and has a different shape. The EA-2 has a single exhaust stack and the FP-2 has a double exhaust stack. The EA-2 has a small rectangular ventilator on the roof and the FP-2 has a ventilator on the roof. The EA-2 has a single exhaust stack and the FP-2 has a double exhaust stack.

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[illegible]

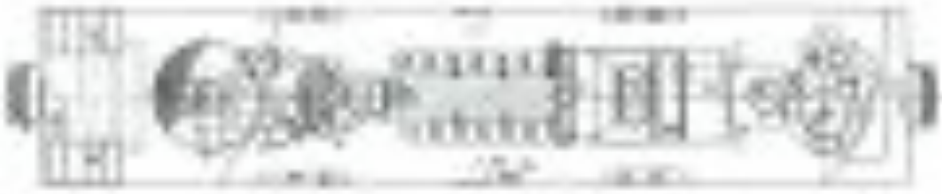
Driver Details

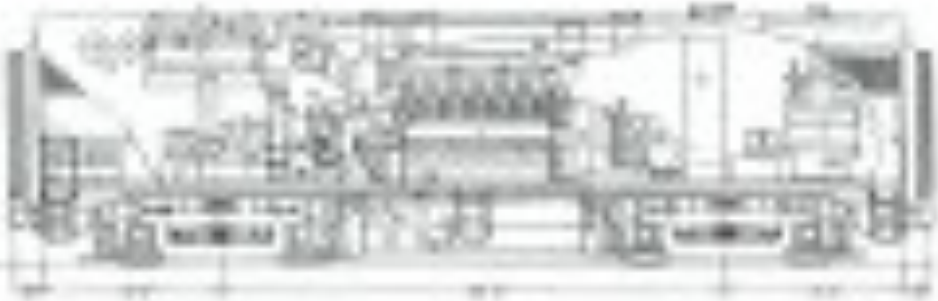
[illegible]

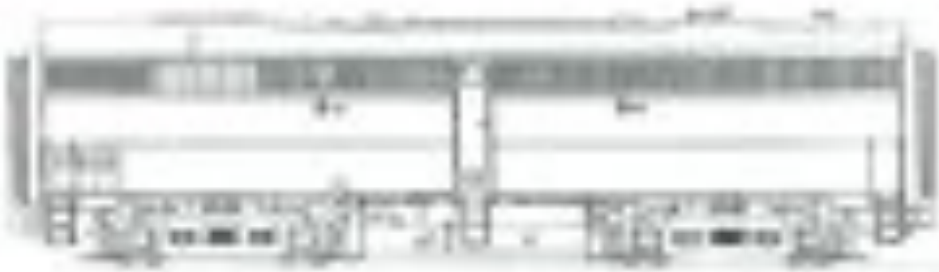
[illegible]

[illegible]

[illegible]







even has steering headlights from B.T.S. on the firemen's side of the nose.

I added two more members using the noses of figures by Atlantic. Brass wire is inserted in small aluminum tubes inside of the cab windows, from each gun ports. I also installed a bulb behind the headlights so it would turn by visible through the cab windows when illuminated. I painted the portholes of the frame visible through the cab windows black to create an illusion from view.

I equipped the engine with a Tsunami LM-1 sound decoder. Following another follow I made modifications required for the installation for a fairly large speaker in the engine. A 40 mm x 60 mm x 10 mm oval speaker is mounted high at the rear of the locomotive chassis with a sheet cut to allow good sound. A two pin connector harvests the decoder and headlights and ballasts, removal of the body.

Painting and Weathering

The model is beautifully painted and lettered as it comes from American Models. I was able to use it straight out of the box, but when painting the added details using Polyscale Locomotive Grey, Dark Blue, and Engine Black. I used Gloss Black on the trucks and fuel tank. I gave the engine a coat of flat finish and masked it lightly with panels. While I like the look of a heavily weathered freight engine, on an I-prefer the use of light pulling a million years and is needed to show off the detail.

Here's another few hints for a couple tips for improving the appearance of the grilles on plastic diesels. I have achieved excellent results for first painting a very thin wash of Floquil Grimy Black on the grille screens and letting it soak in. When thoroughly dry I add a weathering using dark gray chalk.

I have a "mantenig" F-3-1, and I have added all the same details as in a couple the components unique to this generator on radiator. I have considered a 4041 one of the most impressive equipped engines. This was a will be easy to show the differences between these two variable engines in several modules. More could other cars were by 4th to 6th Pulse differences, but I'll leave! While researching I ran a complicated

conversion, it adds a dimension and relatively unknown locomotive to any roster. I'm working for more for running trains service during operating sessions, and I'm sure railroaders pulled by these unknown engines will be admired.

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Appel, Walter A. "Switched Along the RDG 1951-1959 with Edward P. Griffith, RMR Morning Sun Books, Inc., North Plains, NJ.

Bradley, W. L. "ALCO - GE Freight Units on the RMC" RMC Railroader, November-December 1973, pgs. 17-25.

LaBonte, Greg. "Modeling Steam Generator Equipped DRT Diesels in HO Scale." The RMC Modeler, July-August 2004, pgs. 7-11.

Marshall, James. Railroads and the Enchanted Plains Locomotive Roster Annual Publication. 1999. Pandora Hollow Press, Albuquerque, NM.

Francis Julius "I Did My Thing My Way – Memories of J. L. Young" The Streamliner, 2nd Quarter 2000, page 5–14. Baltimore and Ohio Railroad Historical Society, Baltimore, MD ■

Parts List

The following parts are available from BTO (www.btoscale.com):

- #02000 Fuel Filler/Sight Glass
- #02004 Cooling Coil
- #02077 Air Horns, 3-Chime
- #02079 Bell/Cyclight, 2-Unit
- #02087 Dynamic Brake Parts

0.009-inch, 0.040-inch, and 0.090-inch drill sizes (for cab and generator vents)

#80 drill (for 0.0135-inch [#28 drill] holes)

#56 drill (for 0.046-inch [#3 drill] holes)

#4-40 tap (for tubing fittings and generator vent)

Grade 5 or 8 bolts and 5/16-18 nuts

Aluminum angle and channel stock

Flat-black paint (Blue Ox Lettering Lite-Engine Black and Grey Black)

Tool Car

Using Static Grass

Article and photos by David J. Goodin, NMRA

I think it's easy to apply grass to natural-looking scenery, and impossible to do it in a way that looks artificial. Before we get any further, let me define what static grass is and how it is used. Static grass is a synthetic fiber that will hold a static charge. The fibers are sold in various lengths, which are appropriate for different scales. Most brands are packaged "dry fibers," which must be shaken to apply grass evenly to a wide variety of colors. To use, the fibers are given a static charge and propelled into space or surface that has been covered with a mixture of glue and water. A ground wire from the applicator gives a negative charge to the adhesive, and when the fibers come out of the applicator they receive a positive charge. Once in the glue mixture, they stand straight, in respect to the surface of the positive charge, much like hair standing on end when rubbed with a balloon.

I first became aware of how realistic static grass is at a Prototype Modeler's meet in Naperville, Illinois in October 2005. I then attended the Cocoa Beach, Florida modular event in January 2006 and saw a demonstration. I was hooked and determined to take my layout with static grass. What I have learned is presented here. Special thanks goes to the two demonstrators, Bill Darnaby and Lance Mindheim, whose ideas I incorporated into my technique.

The concept of using static grass is not new. Model Railroader did an article on using it back in September 1980. However, the necessary grounds must look dull since Woody Goodfellow uses a large iron barrel to create sparks that life "Wizard" and on his program in the 1960s to make lightning sparks. The concept was valid, but it would take 20 years until solid-state electronics produced the static charge in a small enough format.

Applying static grass is very simple. In a small, water and white glue are mixed together and brushed on the surface to be covered. I use about one-third water and two-thirds glue, but the exact ratio varies depending on the glue used and the surface — the water mix dries and soaks into the surface. The reason for consistency allows the fibers to stand upright without falling over. I prefer white glue to Matte Medium, because glue will dry without the shine of the Matte Medium. You can "paint" grass on any surface on which the glue mixture will adhere. It is important to paint the surface color created with a base color first and allow it to dry. I use a color close to soil. Some grass will even mask the color of pink foam or white plaster.

I use an inexpensive brush to paint the surface with a heavy coat of the glue mixture. I usually work in an 8 to 10 inch diameter area. The thicker more the glue to use before you apply the grass. (If it dries, simply brush on another coat of glue.) Ground the ground wire to a pin or small nail and place somewhere in the glue mixture. Fill

the instructions on the applicator about over-dried foil wherein grass blades and secure the cover back in place. Trim off the surplus and hold the instructions from 1-2 cm I think above the surface to be covered. Tip the container side on the grass foil-wet. Move the applicator across the area to be covered. Don't worry about getting a perfect uniform coat. The white glue mixed with the grass looks rather appalling, after everything is covered, spray the surface with non-genuine hairspray. Pumps work in the short moments to keep the spray from falling to the lawn. Go over the surface again with the applicator so that it is the glue and "grow" it longer. Remove the film which together and go longer. If there is an accident towards many grass, simply spray with more hairspray and go over the area again.

The can come over watering ground hope be simply covering it with the glue mixture. You can also plant grass between the individual bricks. Once in place, the fibers are very strong and will not come loose or break off. Just cover the side with cooking oil to keep the glue and hairspray from causing problems later. If you are not satisfied with an area, simply put more glue over the offending section and start over.

I would the last spring, as I use a brown, durable looking color for my first pass, specifically Mink #1861 Dark Purple Grass. Now there are not straight individual small clumps that tend to be less. Keep a bit over fingers to separate

you put a piece of mesh over the canvas, charcoal smudge textures into the lines (there's no use again).

Safety

Like any wood, oak reproduces in areas visible from outside. Chemicals put over-the-counter

Chazy Lake Station

article and model by Bill Krebs

Finding a small, tempting building that for once I personally is rare to find, but such was the case when I saw a photo seen by a friend [right]. This small building had a very large cover.

Chazy Lake Post Office [circa 1900]

History

The station, located on Chazy Lake in Hudson Crossings, Bristol, approximately 30 miles east of Plattsburgh, New York, is the only hamlet on Chazy Lake and the closest commercial district. Though only about 17 have spoken the station as we've also called it, "Western Union, American Railway Express, and the U.S. Post Office.

Construction

Building a model from a photo, where no other drawings are available, presents several challenges. The obvious first challenge is how big is it! Adding people to my photo is rather [on a] corner angle, meaning different from vertical telephone wire. The second photo [see above] gives a bit better angle, but the station was a long way away.

At this point, I made an assumption that the door was 36 inches wide with two inch trim, and therefore the windows appeared to be 30 inches, also with two inch trim. Notice what apparently shows were two doors in one piece and one had been filled in with a different wood, maybe siding. Perhaps the station assistant added such to his own accuracy. I consider right side of the door [over the letter] as two matches and provided six inches for the building and trim, six inches for each window side, and the same for one side of the door, which added up to 24 inches. Add 36 for the door and 30 for two windows, which makes 96 inches. I added six inches more for the space between the door and window and window and end trim, making a grand total of 102 inches or 8.5 feet. The attic/roof/chimney and windows morning operators with the exception of the Gable window. That made the attic 14 feet. Since the roof appears to be a perfect 45 degrees, the building was square. The photo shows the building is overhanged eaves on it. The east wall has one window which appears to be centered. Through the open door one can see an open ing on the east wall that appears to be a window to the west plane, so I centered a window on that wall. Because maths simply guesswork, I centered a door and two windows on the assumption that there had to be a rear exit, and the windows probably existed to [illegible] Before leaving the building, I began by making a cardstock mock-up of the building.

First problem – Height

I tried a standard 80 inch door, but the proportions didn't appear correct, so quickly when I started creating siding scrips. Grande Gate makes a 36/96 inch door [#9454], and that appeared to be a better viewing point resulting in a height of 11 feet. Grande Gate also provided the small architectural [illegible] and the chimney [#8007]. The rest of the roof up trim easily keeping the windows even with the top white trim above.

Roof

Now that I had constructed the walls, doors, and windows that essentially matched the photo, I needed to create a roof. While this can be done by trial and error, a bit of math can help cut down the angle. A measurement above, that could appear to be parallel. The smaller, steeper one appearing to be the main roof to the gables, 17 feet on each side. Using the photo with the basic doors and trim, I started sequencing. All measurements are

values range on HD value we could consider. On the platform, the outer roof measures 7.16cm. Dividing the wall dimensions of 3" then by 7.3 yields 2.269685". Any value from the photo multiplied by 2.269685" will create a percentage dimension. The height of the main roof measures 2.5. Then once 2.269685" equals a percentage height of 3.7 feet. This gives a slope of approximately 9 in 12. Now we could also calculate a 45-degree side of a pyramid as an equilateral triangle for which we know the base but not the height. The height is the hypotenuse of another triangle, whose base is one-half the width of the building (6') and whose height is 5.1. The hypotenuse is the square root of the sum of the squares of the base and height or the square root of 8.9 squared (79.21) and 5.7 squared (32.49). The square root of 32.49+79.21 is 10.5. Therefore, each of the four triangles making up the main roof will have a base of 12' feet and a height of 10.2 feet.

The overhang is done much the same way. The top measures eight feet, and we know we need a measure of 12' on the bottom of the overhang. The hypotenuse measures 13.6. Taking 13.7 times 2.269685 equals 30.8 or 31 rounded. Subtracting 12' from 31 leaves 19 feet, so each side is seven

Materials

Door – Scenic Line – #9133
Windows – Grandt line – #5231
Siding – Evergreen – #4861 1/4"
Ready-siding
Trim – Evergreen – #1 assorted
Roof – Evergreen – #4 assorted
Shingles – E.T.S. – #24102 (use cut
Roofs – Micromark – #8801 HO
(plastic) siding
Shingle – Micromark – #80-12-0-0
and #8 #84 ea
Chimney – Scenic Line – #9811

...end square. I then added 3x4 bracing and 1x4 rafters also cut from 90-lb scrap.

I glued on a Grandt Line #5231 "classic style" window to get one of sufficient height, which I installed in one upper and panel. I used B.T.S. #12000 laser cut self-adhesive shingles for the roofs. The upper roof ran on the main unit and is removable for access to the interior. I painted the walls a very light green with dark green trim for my prototype. I used Rustoleum Textured Hunter Green spray paint for the shingles. The windows were then glazed and trim added. The superb looking stairs from Alexander Scenic Accessories (ASAP), the Railroad Engineer Apprentice from Miniature 99 (M 99), and the 99 Lost Wax Scale Figures, other offerings Miniature Figures in Scale, Inc., complete the scene. A window is under repair for the roof and a bucket is left behind by the last worker. It's done!

...ture. I didn't intend to furnish the interior, but needed to cover the inside for separate environmental windows. I used Evergreen #4861 1/4" clapboard siding and trimmed the window openings and corners with Evergreen #1 assorted trim. The doors and window castings are from Scenic Line #9133 and #5231, as I couldn't believe it. I added two roof square bits as a bracket.

Roof

Before starting the roof assembly, you may wish to have an extra set of rafters installed with the main roof panel to facilitate dropping. I didn't and regretted it later. Each of the triangles was cut from 1x6 material. I laid them out on a flat, square surface and glued them together with liquid cement. Since there was no access to have bolts or angles for the ends, I cut only the portion that showed. After they had set for a few seconds I brought the two roof angles together and glued them together with liquid cement. I used heavy blocks to hold them in position until the cement dried. I added reinforcement cards as needed.

Finishing

I glued the roof unit on the top of the walls, getting as much glue as I could on the inside of the roof. I then added the chimney, which I made from a piece of 1x4 material. I used Evergreen #4861 1/4" clapboard siding and trimmed the window openings and corners with Evergreen #1 assorted trim. The doors and window castings are from Scenic Line #9133 and #5231, as I couldn't believe it. I added two roof square bits as a bracket.

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"Short" Story Inside a Tortoise

[author line]

Recently I had been experiencing an intermittent short circuit in my Sentry (two years old). Interesting. Sometimes I would switch power on and it would. On flipping it over with no problem at all, other times I would switch on and the battery would immediately get into fast charge and [illegible] (LED flash mode). I had not done any work on the battery, so it must lay on the circuit or wiring changes — what could it be?

I have no doubt that I have been designed as short my history is now divided into safe points clearance for troubleshooting — a project that is in the planning and fundraising acquisition phase. Then locating a short can be time consuming as [illegible] Initially, however, my children were home and both in pajamas [illegible] — could be a long one, cold solder joint, blown LEDs, bird dropping evidence, or bad auxiliary contact within the Tortoise wire harness.

The wire harness [illegible] is a cable assembly [illegible] All components were okay — except that there was no continuity across the bottom section's main blue light. I was thought [illegible] pulled and had a possible source for my trouble short circuit.

Inside the Tortoise is a pushbutton switch that controls two pivoted plunger/contact spring wiper contacts, one pair for each auxiliary switch. As the spacebase unit rotates, these wipers move across the metal contacts/circuit board exchange the polarity of the SPDT switches. Each wiper contact is attached to the unit by a moulded plastic pivot that is an [illegible] [illegible] hold the wiper. The failure of these plastic "rivets" allows the metal contact to fall off and switch functions lose. Practical happenstance we believe!

Since I use the second auxiliary switch for power applications with contact polarity reversal, I believe that the [illegible] caused a short circuit across the electronic board to pull the second switch.

This cracks that all but the [illegible] to open up the Tortoise (it is much easier said and cost of [illegible]) I have [illegible] with pictures:

1. Remove the four screws — yes the — Philips head screws. Those hold the case [illegible] the case together, and as such are

1

2

3

4

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N Visible

by Patrick G. Lowe, MMR

Trains 121 The Boeing Train is a freight headed to or from [illegible] & Iowa Central Railway (ICGW). Two new N Visible subway trains (the 1964 IRT R46 & Metro-car by background artist Jim Boyd) are passing in the station.

To announce Boeing Train sometimes referred to as the Plane Train] moved out with subassemblies from Boeing's Wichita, Kansas, plant to the Seattle, Washington, area for final assembly. In 1968, three included the Boeing 727 and 747. One early Boeing Train went out from Wichita on the Santa Fe (ATSF) to Kansas City, then Chicago, Burlington & Quincy (CB&Q) to Galesburg, Illinois, to Minneapolis and Great Northern to the northwest. The train operated exclusively during one of the runs from Wichita to Seattle until early 1996. Cabs, flowing cars still run in other train-model trains, and are occasionally on the east leg to Colorado.

Many "shared" grain freighters operate in the Canada from a competitive train edge by running the most terrible Canada trains directly north from Kansas City [KC] to Minneapolis/St. Paul [MSP]. The Canada runs from Kansas City, Missouri

[illegible]

[illegible]

Research:

[illegible]

[illegible]

The Crandic Boeing Train Concept

[illegible]

Top: The Boeing-built test aircraft on March 14 in Everett, Wash. (N717), and the 747-121A in front, getting the finishing touches at Boeing Field. The first 747 to fly, the Pan American Clipper Young Endeavor, lifted off on February 9, 1969, and made its first commercial flight from Colombo, Sri Lanka, to Bombay, India, on February 22, 1970.

Above: The Cascade Section "dash-mounted" caboose (no. 1207) is attached to the Cascade Subdivision's No. 1 by Leavenworth, Wash., in 1969. Caboose No. 1207 is now at the Northwest Railway Museum in Snoqualmie, Wash.

Grande system. This pilot locomotive was powered by a 2,000-hp Electro-Motive Division (EMD) SD45 diesel engine and had a 4-8-4 wheel arrangement. It was used to pull the first passenger train over the Cascade Tunnel on July 1, 1956, and was retired in 1957.

The first articulated locomotive to operate on the Cascade Subdivision was a 2-8-8-2 Mallet steam locomotive, No. 1309, built by Baldwin Locomotive Works in 1924. It was used to pull freight trains over the Cascade Mountains between Wenatchee and Skykomish, Wash., from 1924 to 1956. The 1309 was scrapped in 1957.

The Cascade Tunnel, which is 7.8 miles long, was built by the Great Northern Railway between 1897 and 1900. It was the longest railroad tunnel in the United States at the time it was built. The tunnel was electrified in 1909 and was the first railroad tunnel in the United States to be electrified. The tunnel was abandoned in 1956 when the Cascade Tunnel was built. The old tunnel is now used as a hiking trail.

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[illegible] to have the "45" in service with Pan American World Airways in January 1970.

My model of the "45" aircraft is one to finish with three engines and with added [illegible] and brake wheel details. I did not detail the interior because the carrier was not viewable. My friend Steve Chaviva made the decals on an Alps printer.

The colorful yellow paint scheme with the large "Boeing" on the sides of the [illegible] took too long on the prototype. But was fitting. Once more, hard to keep clean and, more importantly, the large "B" in the Boeing logo was a tempting target

[illegible]

The cars would carry on Kaydo with leaf [illegible] and around the "C". As their days [illegible], they were painted Caterpillar yellow, keeping, without the "Boeing" logo. I didn't locate a color photo of a red [illegible] "C" aircraft, but I [illegible] this scheme with white markings [illegible].

The [illegible] the cars as yellow Boeing "C" aircraft, cars from Old [illegible] Trains (product no. 803 with N scale, but I don't know if they are still available).

[illegible] "Jennie" light-color and [illegible] designs. Their cars are for "45" after assembly service.

The [illegible] the "third" in the aisle [illegible] somewhat [illegible] a necessity to use rather. I was [illegible] "45" parts, and the photos I have show what appears to be a very [illegible] some [illegible] of the [illegible]. However, I do not know what they actually [illegible]. Decals are missing. They are [illegible] available. Italian Victorio [illegible] as [illegible] to a [illegible] added on

[illegible] the smallest member of the Boeing family of jetliners. Boeing started 747 production in early 1967, with its maiden flight April 9, 1967. Two different lengths were originally built: the 737-100 (94 feet long) and the 737-200 (L-100 feet long). The 737 series had progressed to over 800 units (229 feet, or inches in length) when I began my research in 2002. It is probably beyond that today. Boeing shipped all 737 series before 600 to four early all customers. The series before 600 are all called "Classic series." The first Classic 737 was delivered to Lufthansa in February 1968. The series from 600 on are called "Next Generation" 737. All Next Generation 737's are shipped as wire pairs. Fuselages with the low cockpit are wire being painted. We have used shipped on 600 fuselages. The Next Generation fuselages is

[illegible] the [illegible] on the [illegible] type Boeing 737. The other image "A" is

Lower Right: Southern Pacific Flying Spur engages in refueling, called the short-haul or hook-and-probe method. The new tool comes standard in Trains's 1:400 scale 737 models but is optional for the 747 and 767. The tool includes the fuel-line probe, which is hinged to the fuselage, and a fuel-line receptacle, which is hinged on the starboard wing. Both are molded in place. Chrysalis's Jim Kuhl says the fuel-line receptacle is the most complex part to mold. Its hinged door is molded in place, and the fuel-line receptacle is molded in place. The fuel-line receptacle is molded in place. The fuel-line receptacle is molded in place. The fuel-line receptacle is molded in place.

Lower Right: All Nippon Airways' B-767-300 is the first to have a fuel-line receptacle. The fuel-line receptacle is molded in place. The fuel-line receptacle is molded in place. The fuel-line receptacle is molded in place. The fuel-line receptacle is molded in place.

spray-painting vehicles to absorb the many details. See photos on page 40 and 44 for Mike Spitzer's DC-3 and Mike Kirkpatrick's 737's being stripped on John Parker's 1:200 Full Moon Creations.

My 737 fuselage sections are made from 1:2000 scale 737-200/Aircraft plastic model kits. The airplane sections are under way for the purpose! The 1:144 scale 737 models available seemed to overpower my flats, and I wasn't certain they would retain the distance requirements on my railroad. To be accurate, I should have a auxiliary-vent system for a 1:1906 scale 737 consolidator. I didn't want to take the time for the additional work. Mind the models with spaces the feel of the flying train.

The first coat of fuselage are covered with blue tape to mask off the A and white

photographs tape to represent the protective coverings applied to the windows. Chrysalis says it will incorporate the wrapping used to hold everything in place.

The brown 129-0071 chicken car is from HO and represents the current high cube and wide-range that can 737 fuselage additions were to. The brown paint scheme is a conversion for me to a Hawaiian. I liked the GN flatcars and to add some safety to the cars. Companies such as Detail Masters and HO Industrial Details supplied brake-line the various prototype cars. NTSB, CBS2, and CBS also will as Boeing all considered accurate.

I followed to lowered the height of 129-0071 to represent prototype. Like 0078 to 737 service, leaving the end re-

Ulen Line
Japanese

Operations

Propane Service Truck

words and photos by Mansfield Swinney

The Liquefied Petroleum Gas or propane business grew rapidly after World War II. Unlike products of the petroleum refining process, which could still populate the home and business heating and gasoline market in the rural Midwest. By the 1940s, most small home communities had a propane dealer. The distribution point, called a bulk plant, was always located near and served by a railroad. Railroad tank cars were unloaded into large stationary storage tanks. Each bulk plant also set up refill stations called "transfers" where portables delivered to smaller residential, farm, and commercial customers.

Most of the original propane businesses involved rural customers who were cooking, water heating, and home heating. Propane deliveries to these customers of simply substituting full bottles for empty ones. Unlike today, small cars and trucks handled propane home deliveries. The trucks carried full and empty bottles of propane as well as the equipment necessary for installations, maintenance and repair work.

My first Ideal Model Ford F-100 service truck was the Bell Telephone rental. This model was a dual cargo for the daily grunt "phone trucks" seen in every small town and city throughout the service years in the 1940s and 1950s. I placed my Bell Telephone truck on the lawn with just a few detail additions and modifications. Most Model trucks need a new windscreen, and I began looking for other ones from unused kits. I ended up choosing a Monogram kit because it was a kit for a pickup truck with a stepside bed. The windshield required minor changes so it can be used for hauling cargo and maintenance of propane bottles. Additionally, there are other modifications that can be made to the model to enhance its appearance regardless of the truck it portrays.

Service trucks used to install and deliver propane bottles usually did not have overhead racks intended for handling ladders or long sections of pipe or tubing. Propane installations required coils of copper tubing, so I removed the overhead racks. The bell antennas from the Bell Telephone service should also be removed. Propane bottles need to be handled and stored one to the open or yellow bottling gas or Propane rather than large, covering or replacement cover. These details should also be removed if more bottles needed to be equipped for hot and service operations was followed truck. Your model should consist of the basic pickup truck cab with a service truck body constructed of a lightweight chassis.

Now is the best time to detail the remaining the model. To remove the side drift out the door located in what would be the rear of the cab and the bottom of the cab with a Dremel. This will allow the cab to be set. You can further disassemble the cab by dropping the interior out the bottom. The window seats should follow. When you remove the service bed, all the remains are the chassis with rails, wheels and tires. Once the tires are removed, clean components are ready for painting.

Skelgaş

Other than signage, what makes our service truck a propane service truck is the propane bottle connected to the bed. Several model accessories make good propane bottles that can be installed on the model bed. The bottles shown in this article are among the kinds included with the Walthers propane tanks model kit (see the resources list). The propane bottles were kept painted as part of the weathering process, and other items in the new-condition colors used. However, I have seen photos painted dark green with white letters, painted white and even a unique color to make their company's bottles easily recognizable. Paint your bottles in the color of the propane company you are modeling. My caps are red like most, and I used a red Sharpie permanent marker to color them.

Propane bottles, if allowed to move around while in transit, can be damaged, causing an environmental release of their flammable compressed gas into the atmosphere. The ends of our customers is very real. Therefore, both full and empty bottles are secured in racking up along the inner sides of the truck bed and wood against movement with short wood blocks in front.

Cutouts, the handles along the outer sides of the service truck bed. If your truck is to be a commercial model, the chains that hold the bottles in place on the propane trucks are necessary. To model this small but considerable, install small hooks made of 0.020 phosphor bronze wire in

Research & Test Car

Conducted by [illegible]

Manager, Standards & Conformance Department

[illegible]

Table 1: Conformance and Inspection Summary

[illegible]	
STANDARDS (required for Certification)	
[illegible]	Pass
[illegible]	Pass
[illegible]	Pass
[illegible]	Pass
RECOMMENDED PRACTICES (not required for certification)	
[illegible]	N/A
[illegible]	N/A

Atlas Train Master & Scale

Reviewed by Gary Hoover

An NMRA Conformance Warrant was issued for this product.

[illegible]

[illegible]

Conforms to NMRA Standards

Issued Conformance Warrant 2013-0028

Below: The Atlas N-scale Train Master diesel-engine has detailed and prototypical features of the locomotive. Above, shown in an Ex. NRC, it's available in DCC and Sound from Kato (#55-8 or #57-).

Top: All the units are powered, and all the wheels pick up electricity on Kato #8-4 rails. The model pulls comparable 4-8-4 steamers on straight and level track.

and the numbers of seconds between, and the radiators were separated by only tenths of an inch.

Railroads buying new Train Masters included Canadian National, Canadian Pacific, Central Railroad of New Jersey, Delaware, Lackawanna & Western, Pennsylvania, Reading, Southern Pacific, Tennessee, Virginian, and Wabash. Fairbanks-Morse initially fielded three demonstrator units. Two eventually went to the Wabash and the other one went to Southern Pacific. Today, the lone survivor of the Train Master fleet is known Canadian Pacific #901. It's now resident at the Canadian Railway Museum in Saint-Constant, Quebec.

Atlas released an N-scale, Phase 1½ Train Master dressed in Kenny's preferred Reading scheme. Additionally, Phase 1 Train Masters are being offered in: undecor Pacific Locomotive, Pennsylvania (dark green/gold), Pennsylvania (keystone scheme), Erie Lackawanna (Erie-Lackawanna), Wabash, and Norfolk & Western versions. Road phasers are also available undecorated with the single headlight and large number boards.

The model features roof-mounted grilles, fluted metal shrouds, factory-installed (or Atlas-supplied) couplers, golden rivets, LED lighting, and DC-based drivers of great pulling and drive. The locomotives are available as either DCC ready (not as per sample) or DCC equipped with a factory-installed decoder. The MSRP for the DC-ready body shell is $49.95 per unit, the front and hood units are separately packed.

The undecorated Train Wabash review sample (#8) proved to be a mystery. Out in front, Train Masters that Wabash purchased from Fairbanks-Morse were numbered 451–454 and 455A–456A. The railroad later renumbered these units 551–557.

The chassis and drive train follow the typical Atlas design of a split, electrically isolated frame with brass worm gears, plastic drive gears, and a skew-wound motor with two flywheels. The constant lighting unit, which includes the front and rear LEDs, mounts on the top of the frame. On the track, the Train Master pulled a respectable 1600 tonnes while demonstrating the typically smooth and quiet performance of Atlas locomotives. The constant lighting was good in most all the normal track speeds. The locomotive had no problems running on various sizes of N-scale flex track as through the turnouts.

The model passed all applicable Conformance and Inspection Standards and Recommended Practices which all ensured total E.M.I. Conformance. Warranty [illegible]

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January 2013
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Robert Gregor, Suffolk, Virginia
Robert Price, Collingswood, New Jersey

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Mid-Continent Region
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[illegible]
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HP QUESTIONS. If you have questions about the HP program or registration, start with your local or Region HP manager. If you still have questions, contact Frank Kreft at [illegible]

If you prefer to write, contact Frank at 4709 Silverwood Drive, Batavia, OH 45103.

MMRs, MMR Sizes may be ordered by contacting HQ in Cheyenne.

FROM HEADQUARTERS

[illegible]

[illegible]

The NAR Board of Directors has appointed Mike Tanga the new At Large North American Director, a position vacated by Mike Kalt, MMR. Mike resides in Shannon, Illinois, and is Director of Quality Assurance/Technical Products for a large telephone company. He was recently elected Vice President of the Midwest Region, and prior to that was Region 5 Coordinator for the Illinois Valley Council. Mike also served as Chairman of the "Redstone 2013" Midwest Regional Convention Committee.

The Board has also confirmed the appointment of Gary Lucas, MMR. Vice President for Special Projects, Gary served as NARAC Commissioner. Prior to his retirement, analytics and war Deputy Chief of the Tactical Operations Services Department. He also served on the boards and chaired the conventions of the Thousand Lakes Region and Tesla Coast. Recently, Gary received the NARAC's President's Award in 2006 and the Meritorious Service Award in 2012. Gary replaces Bill Gardiner, who resigned in mid-February.

NMRA NEWS AND EVENTS

The following NMRA Board of Directors positions are open for election 2014:

1. General District Directors

Nominations for the General District Directors are managed by the National Nominating Committee and should be submitted to: Clyde Kissinger, NMRA Chairman of the National Nominating Committee. Accomplishments must, no later than June 15, 2013.

2. Regional Advisory Council (RAC) Directors

Nominations for the Regional Advisory Council Directors are managed by the Regional Advisory Council Caucus for Colonial, NMRA General Manager's Directors at pegrapp@comcast.net. All submissions are due by no later than June 15, 2013.

3. Canadian District Directors, NMRA Canada President, and NMRA Canada/AP

Nominations for the Canadian District Directors, NMRA Canada President and NMRA Canada/AP are managed by the Canadian Nominating Committee and should be submitted to: Stephen Wood, Chairman of the Canadian Nominating Committee, stephenbwood@gmail.com, no later than June 15, 2013.

Note: Candidates may wish to run for these positions by petition and are to be selected at the discretion of the respective Nominating Committees. Requirements for submitting by petition are contained in the BMR. All submissions by petition shall be received by the Secretary NMRA not later than July 28, 2013.

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We're looking for a few good layouts... (Twelve, to be exact)

It's the prime of your Model Railroad. Why not share it by submitting a photo for the 2014 edition of the NMRA Model Railroad Calendar? The calendar is distributed to every U.S. member as a fund raising project. To have your layout photo considered for inclusion, just follow these easy steps:

1. Take a horizontal (landscape) format picture of your layout.
2. Submit your photo as a digital file, as a 35mm or medium format color negative (B&W not allowed), or as a 35mm or medium format color negative (B&W not allowed).
   Digital files must be at least 300 pixels per inch and 8" x 10" (this equates a minimum size of 7.2 megapixels – larger is better).
   Accepted file types are TIF (preferred) or jpg (highest quality only).
3. Write a caption describing the scale(s) in your shot, the scale, the builder, and the photographer, and include that information on a separate piece of paper or as a text on disc file on your submission CD or DVD.
4. Be sure to include your address, phone number, and email with your submissions.

By submitting images for the NMRA Calendar you are giving permission for Kalmbach to alter them as needed (cropping, sharpen and lighting effects, etc.). Be sure to indicate specifically if you do NOT give permission to edit your images.

Send to: NMRA
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The deadline for submission is July 15, 2013.

For questions, contact Mike Brasee at mike.brasee@nmra.org

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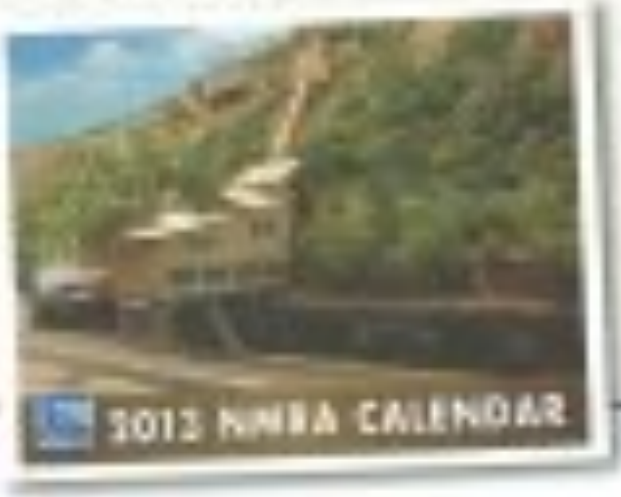

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by Todd Gilbert

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History in a Click

Text by Larry DeYoung

The Boston & Albany was a New York Central Division subsidiary serving the eastern terminus in two numerical runs. Perhaps its greatest locomotive, however, was formally Class S-1 2-8-4 (type/power wheelsets) which it gave the name "Berkshire," for the mountainous region the railroad traversed. Such operations called for 63" drivers (1,575 mm). But little known to many railfans is the Northeastern railroad never became so well-acquainted by the pan-terminals New York metropolitan service, and even that of neighbor Brunswick Maine. B&A ran an extensive suburban service out of Boston's South Station. Since much of this service short-haul, high-frequency traffic, running locomotives prior to running around trains was a time-consuming and expensive proposition. So B&A sought a solution from NYC's New York Area, which was Mikado-related 1-4-4-2's. B&A needed something with greater power and endurance, so it went to Alco and came back with the Class L-1 and L-1a (and L-2) 4-6-4 road engines, the road switcher of their day, capable of sustained speed in either direction. These locomotives were successful enough that additional road engines of the 4-6-4 series 4-6-4 T-1's were built, the latter having the look of a streamliner, but drive NYC's Hudson. One subject here, that is No. 507, is somewhere between so-to-day having cast Baker valve gear and Walschaerts. Note long equipment on the center axle of the connecting rods. Bidirectional road engines were common in the British Isles but unusual in North America. Brand-new engines, formerly to advertise service, especially with NYC Service, Illinois Central, the Jersey Central Lines and Canadian National. Only one of the general type, 4-6-4 No. 507 survives; it is in the Smithsonian's National Museum. Alco collection is copyright. Reproduction — Louis of Alco Collection, NMRA Online Archive

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